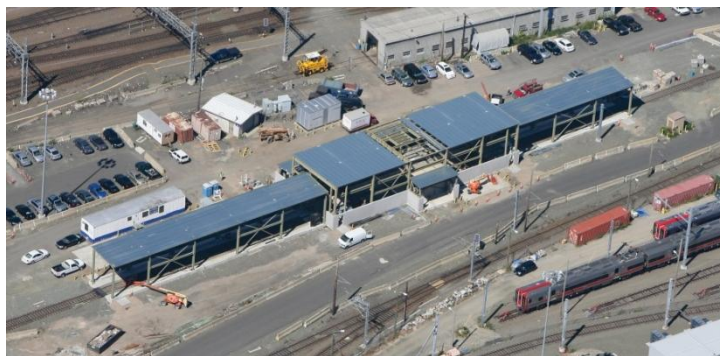


New Haven Rail Yard – Independent Wheel Truing Facility

Project Number 300-0139



Project Description:

This facility is for re-profiling the steel wheels on the new and existing New Haven Line and Shoreline East rolling stock. This re-profiling consists of milling the wheels to restore wheel diameter parity and profile as a result of the stresses of track wear, drift, spalling and wheel flat spots. The wheel machine is an under-floor tandem type machine which can true both axles on a truck at the same time as vehicles are pulled over the machine for ease of operation and to speed turnaround time. The building encloses the machine pit on a single track and includes extensions to house a pair of cars indoors at both ends of the facility.

Project Team:

- Project Management: CTDOT District 1A Construction Office
- Project Designer: PB Americas, Inc.
- General Contractor: Rizzo Corporation

Project Status:

The project is currently in construction. Project stages include:

- Design: Completed April 21, 2010 and approved by CTDOT & MNR
- Award: June 3, 2011
- Notice to Proceed: July 18, 2011

Project Milestones:

<u>Milestone</u>	<u>Original Schedule</u>	<u>Current Schedule</u>
Phase I Parking/Utilities Complete	October 13, 2011	December 5, 2011
Building Construction Complete	April 12, 2013	March 31, 2014*
Lathe Installation/Commissioning	April 12, 2013	June 2, 2014*
Overall Project Complete	April 12, 2013	June 16, 2014 *
MNR Move and Operational	June 10, 2013	July 16, 2014*

* The IWT Construction Completion Date is currently at risk. The Department is working with all parties to accelerate current and future activities to mitigate accumulated past delays.



Financial Summary:

Funding: State: \$35.9 million

Original Project Budget: \$35.9 million *(Budget includes Construction Contractor, Construction Administration and Inspection, Utilities, Metro-North Flagging & Force Account, Procurement of Wheel Lathe)*
Current Project Budget: \$35.9 million

Construction Cost to Date: \$24.0 million

Challenges and Risks:

Schedule Risk

- The transition time between construction and operations, which includes small equipment set-up and stocking parts, will be carefully planned to minimize this time. A Transition Team, comprised of representatives from all stakeholders, has been formed to address this challenge.
- The IWT Construction Completion Date is currently at risk. The Department is working with all parties to accelerate current and future activities to mitigate accumulated past delays. Critical issues include structural steel, insulated metal siding panels and overhead doors.

Budget Risk

- Scope changes or revisions must be carefully monitored and controlled to minimize or avoid changes whenever possible.

Risk to Operations

- Construction of the facility is taking place in the center of the rail yard. Close coordination of track outages and strict enforcement of limitations on contractor operations is required to cause the least disruption to ongoing rail yard operations.
- Several elements of the Project must interface with existing infrastructure, such as tracks, catenary, power distribution and communication circuits. These impacts must be closely coordinated to cause the least disruption to ongoing rail yard operations.

Interfaces with Other Projects

- Completion of the IWT utility installations requires completion of predecessor Component Change Out Shop utilities.

Major components completed to date:

- Supplemental employee parking in yard
- New Phase I Employee Parking Lot & associated underground utility work
- Track 38 crossing
- Manufacturing, Factory Acceptance Testing and acceptance of Wheel Lathe (in storage)
- Building pile installation
- Foundation and pile cap excavation and associated concrete formwork
- Pile caps in wheel true pit, car storage areas and office area
- Structural slab in the Service & Inspection pit area and concrete walls and grade beams.
- Grounding/bonding side of the building.
- Drainage work on north side of building.
- Shop floor mud mat
- North, west and east shop floor slabs poured.
- All roadways paved with base courses.
- In-slab electrical conduit and plumbing.
- Lightweight concrete in Wheel True Pit.
- Catenary work at west end (XX-1).
- Track Work Complete
- Structural Steel Main Shop, East & West Sheds
- Metal Decking for Sheds
- Masonry walls.
- Domestic and service water piping